

# Deluge of Freak Aeroplanes



into boat, aeroplane or automobile, with a rapidity that would arouse the envy of a vaudeville artist.

This craft is operated by wings, and with an aesthetic taste characteristic of Brooklynites she has fastened them on realistic figures of "birds, griffons, angels and Uncle Sam," which stand around the eaves of the ship, "to render the machine attractive," as she stated in her application.

Oklahoma City, to show that the newest state is also in the running, sends a sort of Venetian blind, the slats of which, being moved back and forth by the aeronaut, cause him to rise swiftly in the air and sail away to far-off lands. But Brooklyn, bent on improvement, in a patent lately obtained by a man from that city, has added feathers to these slats, whether to aid in the flight or "to render the machine more attractive" the patent does not state.

Indeed, there seems to be an epidemic of airship bugs in Brooklyn, doubtless escaped from Minocla. Still a third flying machine has recently been patented by an imaginative man of that town. This one stands up in his. If you want to fly in it, you plant your feet firmly upon the platform, grasp the jointed rods that run from this to the wings overhead, work them briskly back and forth so as to flap the wings, and there you are—yet! Patent office experts estimate that it would take forty foot-power to lift this appliance from the ground.

A St. Louis invention closely resembles a clothes pin with the operator sitting between the forks. Where the head of the pin would be is set the electric dynamo, showing a contemptuous disregard for the laws of gravitation. The machine is moved by the flapping of wings, which are built on the plan of the cellar door of childhood.

There is something really unique in the patent obtained by a Cleveland man. The device consists of a cigar-shaped gasbag, much like that in the Baldwin or Zeppelin airship. Around it, from stem to stern, runs a spiral fin or vane like the threads on a screw. The aeronaut sits on a saddle suspended below. When the machine rises into the air he propels himself by operating a pedal which revolves the gasbag. The fin or vane, thus revolved, bores itself through the air like the propeller of an ordinary aeroplane. This inventor carries along a sort of aerial bathing suit with auxiliary flying attachment, whereby he may disport himself in the great air ocean above.

No one can gainsay the foresight of the "improvement in airships" made by a resident of Hot Springs, Ark. The first claim in his patent is that his balloon is so constructed that if it bursts the bagging will "nest in the rigging above and form a parachute whereby the aeronaut may descend safely to the earth." This is commended to anxious mothers whose small boys have the airship bug.

A Boston inventor upholds the reputation of that town for erudition by prefacing his application for patent with a learned discourse on the fact that heated air rises.

"But," he continues, "disaster frequently occurs through the use of oiled silk or other fragile or inflammable material as a receptacle for such air in balloons and airships." He remedies this by substituting therefor a "large cylinder of some light metal, preferably aluminum," as his specifications state. Immediately beneath this cylinder is placed a cozy furnace. The man who wants to see his name in the paper gets out of bed and builds a fire in this furnace. This heats the air in the aluminum cylinder, the heated air rises, taking along cylinder, furnace and man, and away they go! This principle, according to a patent office man, explains why many boilers go up with furnace and engineer.

An Omaha, Neb., man shows a western predilection for firearms by trimming the rear of his airship with cartridges. When these are exploded in succession he expects to be driven through the air to his destination with neatness and dispatch, the exploding cartridges lending a homelike air to the surroundings. When his cartridges are expended he loads her up again as one would the chambers of a revolver.

With so many bizarre airships in embryo in her midst, Washington had to take a hand. The man of the capital goes one better than the Arkansas inventor mentioned, who turns his "bustled" balloon into a parachute. This man's airship, when it blows up or he gets tired of sailing among the clouds balloonwise, turns itself into an aeroplane without the slightest effort. When the gas is out of the bag the thing is done. He carries a gas generator on board so that when he wants a little more ballooning he can fill it up again.

This ship also has a hotel attachment with twelve rooms—in the drawings. It is propelled by a kind of Archimedes screw propeller which he has been thoughtful enough to have "encased in aluminum housings," so that ladies' skirts will not become entangled. He, too, provides all manner of comforts on board, each one painfully detailed in the patent.

These are but a few of the freak patents lately issued for airships and aeroplanes, but they are enough to convince any inventor that if he wants to spring anything novel on the people in the line of hand-made birds of burden he's got to get up mighty early in the morning and work as long as there's light to see.

## THE KING'S MARRIAGE FEAST

Sunday School Lesson for Sept. 11, 1910  
Specially Arranged for This Paper

LESSON TEXT.—Matthew 22:1-14. Memory verses 1, 2.  
GOLDEN TEXT.—"Many are called, but few are chosen."—Matthew 22:14.  
TIME.—Tuesday, April 4, A. D. 30. Three days before the Crucifixion.  
PLACE.—The Temple court at Jerusalem.

### Suggestion and Practical Thought.

The Kingdom of Heaven Like a Wedding Feast.—Vs. 1, 2. And Jesus answered the unspoken needs, desires, and questions of the people. By parables, the most picturesque method, compelling attention, but not antagonistic. The enemy could not easily attack it, while to those who wished to know it was full of light.

The kingdom of heaven, the new order which he came to establish on earth, in which each citizen lived according to the laws of heaven. The king represented God. The son was Jesus Christ.

This feast represents all the blessings which God has provided in his gospel, enjoyed in large measure here, and perfected in heaven. The emphasis is on the marriage, the union between Christ and his people. It is the highest ideal of love and friendship. It expresses intimate fellowship with God, the mutual love and delight in one another, the protecting care on the one hand and perfect trust on the other, the unity of purpose, of character, of hope, the abiding forever in one perfect home, all of which belong to the union of Christ with believers.

The invitation.—Vs. 3, 4. And sent forth his servants to call them that were bidden. Literally, "to call the called," to summon those who had previously been invited; because they had no timepieces, and the hour when the feast could be ready was very uncertain. This custom is not now observed "very strictly among the western people, nor in cities where western manners have greatly modified the Oriental; but in Lebanon it still prevails. If a sheik begs, or meekly invites, he always sends a servant to call you at the proper time. These having refused to come, he sent forth other servants, who were 'not merely to invite to, but to command the feast, with a view to create a desire.' Behold, I have prepared my dinner: my oxen and my fattlings, I, e., smaller animals, as lambs, calves, specially fed for the occasion. All things are ready; come."

How the invitation was received.—Vs. 3-6. They refused without giving any reason, they would not come. They simply did not regard the invitation as worth attending to. They treated it with indifference. They pleaded other interests. Their farm duties, their business gains, weighed more than their king's service and good will. Others displayed active opposition.

The king . . . was wroth. Any ordinary earthly king would be angry at the insult, and indignant at the folly of those that refused, and would feel the necessity of punishing those who openly rebelled in the act of refusing. There was no other way of preserving his kingdom. God's "anger" is never passion, never desire to harm even the worst of beings, but a burning indignation against wrong.

Go yet therefore into the highways. Or, "the partings of the highways," the cross-roads, the places where great numbers meet, "the broad, well-trodden ways of the world."

Gather together all . . . both bad and good, whoever was willing to come and by that very act showed that they wanted to be good.

The fullness of the time had come. The preparations were complete. Everything was prepared for the redemption of man—heaven, love, the atonement, the strongest motives, the power of the Holy Spirit. The world was in the best condition for the coming of Christ. Never before or since has there been so fitting a time—one government, one language, peace, roads, synagogues of the Jews everywhere. The slaying of the animals is an allusion to sacrifice. Only when the Lamb was slain on Calvary were all things ready for the marriage. The long preparations for the Gospel were completed; the forerunner had done his work; Jesus himself had come from Heaven, and had taught the Jews the divine message.

The leading Jews had very much at stake—their country, their holy city, their temple, their synagogues, their rank and wealth, their leadership of the people. They were so busy with these, they were so afraid they would lose them if they accepted the humble Nazarene as their teacher, and obeyed his precepts, that they were unwilling even to consider his claims.

The kingdom of God was transferred from the Jewish nation to the Gentiles. The Jews henceforth, instead of being the people and kingdom of God, would be a mere Semitic nationality. Many of them then and since belong to the kingdom of the Messiah. The Messianic kingdom is today the mightiest power on earth.

There has never been a king on earth with a title of the power and influence, and of the number of subjects which King Jesus today possesses.

The world is still full of excuses for not coming, many of them mere excuses, but we must look much deeper for the real reasons. And we should be far more careful to understand and remove the reasons than to try to answer their excuses. It is for this reason that much of the arguing with the religious men is so useless. It is like scraping the furred tongue, but leaving the fever.

## INDEPENDENCE ON THE FARM

SPLENDID RESULTS FOLLOW FARMING IN THE CANADIAN WEST.

Americans in Canada Not Asked to Forget That They Were Born Americans.

Farm produce today is remunerative, and this helps to make farm life agreeable. Those who are studying the economics of the day tell us that the strength of the nation lies in the cultivation of the soil. Farming is no longer a hand-to-mouth existence. It means independence, often affluence, but certainly independence.

Calling at a farm house, near one of the numerous thriving towns of Alberta, in Western Canada, the writer was given a definition of "independence" that was accepted as quite original. The broad acres of the farmer's land had a crop—and a splendid one, too, by the way—ripening for the reapers' work. The evenness of the crop, covering field after field, attracted attention, as did also the neatness of the surroundings, the well-built substantial story-and-a-half log house, and the well-rounded sides of the cattle.

His broken English—he was a French Canadian—was easily understandable and pleasant to listen to. He had come there from Montreal a year ago, had paid \$20 an acre for the 320-acre farm, with the little improvement it had. He had never farmed before, yet his crop was excellent, giving evidence as to the quality of the soil, and the good judgment that had been used in its preparation. And brains count in farming as well as "brawn." Asked how he liked it there, he straightened his broad shoulders, and with hand outstretched towards the waving fields of grain, this young French Canadian, model of symmetrical build, replied: "He gosh, yes, we like him—the farm!"—well, don't we, Jeannette? as he smilingly turned to the young wife standing near. She had accompanied him from Montreal to his far-west home, to assist him by her wifely help and companionship, in making a new home in this new land. "Yes, we come here wan year ago, and we never farm before. Near Montreal, me father, he kep de gris' mill, an' de cardin' mill, an' be gosh! he run de cheese factor' too. He work, an' me work, an' us work tarm har, be gosh! Us work for de farmer; well 'den, sometin' go not always w'at you call

Toffield, Alberta, July 10, 1910.

I am a native of Texas, the largest and one of the very best states of the Union. I have been here three years and have not one desire to return to the States to live. There is no place I know of that offers such splendid inducements for capital, brain and brawn. I would like to say to all who are not satisfied where you are, make a trip to Western Canada; if you do not like it you will feel well repaid for your trip. Take this from one who's on the ground. We enjoy splendid government, laws, school, railway facilities, health, and last, but not least, an ideal climate, and this from a Texan.

O. L. Pugh.

### RANG THE BELL, ALL RIGHT



Estimates of Yield of Wheat in Western Canada for 1910 More Than One Hundred Million Bushels.

de' right, an' de farmer he say 'co' mean 'ing, be gosh! an' tell us go to—well, anyway he tarm mad. Now," and then he waved his hand again towards the fields, "I 'ave no bodder, no cardin' mill, no gris' mill, no cheese factor'." I am now de farmer man an' when me want to, me can say to de oder fellow! you go—! Well, we like him—the farm!" And that was a good definition of independence.

Throughout a trip of several hundred miles in the agricultural district of Western Canada, the writer found the farmers in excellent spirits, an optimistic feeling being prevalent everywhere. It will be interesting to the thousands on the American side of the line to know that their relatives and friends are doing well there, that they have made their home in a country that stands up so splendidly under what has been trying conditions in most of the northwestern part of the farming districts of the continent. With the exception of some portions of Southern Alberta, and also a portion of Manitoba and Southern Saskatchewan the grain crops could be described as fair, good and excellent. The same drought that affected North and South Dakota, Montana, Minnesota, Wisconsin and other of the northern central states extended over into a portion of Canada just mentioned. But in these portions the crops for the past four or five years were splendid and the yields good. The great province of Saskatchewan has suffered less from drought in proportion to her area under cultivation than either of the other provinces. On the other hand, instead of the drought being confined very largely to the south of the main line of the C. P. R. it is to be found in patches right through the center of northern Saskatchewan also. In spite of this, however, Saskatchewan has a splendid crop. A careful checking of the averages of yield, with the acreages in the different districts, gives an average yield of 15½ bushels to the acre.

In Southern Alberta one-fifth or has been re-sown to feed. There are individual crops which will run as high as 45 bushels on acres of 500 and 1,000 acres, but there are others which will crop as low as 15. A safe average for winter wheat will be 19 bushels. The sample is exceptionally fine, excepting in a few cases where it has been wrinkled by extreme heat.

The northern section of Alberta has been naturally anxious to impress the world with the fact that it has not suffered from drought, and this is quite true. Wheat crops run from 20 to 30 bushels to an acre, but in a report such as this it is really only possible to deal with the province as a whole and while the estimate may seem very low to the people of Alberta, it is fair to the province throughout.

When the very light rainfall and other eccentricities of the past season are taken into account, it seems nothing short of a miracle that the Canadian West should have produced 102 million bushels of wheat, which is less than 18 million bushels short of the crop of 1909. It is for the West generally a paying crop and perhaps the best advertisement the country has ever had, as it shows that no matter how dry the year, with thorough tillage, good seed and proper methods of conserving the moisture, a crop can always be produced.

As some evidence of the feeling of the farmers, are submitted letters written by farmers but a few days ago, and they offer the best proof that can be given.

Maldstone, Sask., Aug. 4, '10.

I came to Maldstone from Menominee, Wis., four years ago, with my parents and two brothers. We all located homesteads at that time and now have our patents. The soil is a rich black loam as good as I have ever seen. We have had good crops each year and in 1909 they were exceedingly good. Wheat yielding from 22 to 40 bushels per acre and oats from 40 to 50. We are well pleased with the country and do not care to return to our native state. I certainly believe that Saskatchewan is just the place for a hustler to get a start and make himself a home. Wages here for farm labor range from \$35 to \$45 per month.

Lee Dow.

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I am a native of Texas, the largest and one of the very best states of the Union. I have been here three years and have not one desire to return to the States to live. There is no place I know of that offers such splendid inducements for capital, brain and brawn. I would like to say to all who are not satisfied where you are, make a trip to Western Canada; if you do not like it you will feel well repaid for your trip. Take this from one who's on the ground. We enjoy splendid government, laws, school, railway facilities, health, and last, but not least, an ideal climate, and this from a Texan.

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### RANG THE BELL, ALL RIGHT

James Normur of Porter, Wisconsin, after visiting Dauphin, Manitoba, says: "I have been in Wisconsin 25 years, coming out from Norway. Never have I seen better land and the crops in East Dauphin are better than I have ever seen, especially the oats. There is more straw and it has heavier heads than ours in Wisconsin."

"This is just the kind of land we are looking for. We are all used to mixed farming and the land we have seen is finely adapted to that sort of work. Cattle, hogs, horses and grain will be my products, and for the live stock, prospects could not be better. I have never seen such cattle as are raised here on the wild prairie grasses and the vetch that stands three or four feet high in the groves and on the open prairie."

Sir Wilfred Laurier Talks to Americans.

Sir Wilfred Laurier, Premier of Canada, is now making a tour of Western Canada and in the course of his tour he has visited many of the districts in which Americans have settled. He expresses himself as highly pleased with them. At Craig, Saskatchewan, the American settlers joined with the others in an address of welcome. In replying Sir Wilfred said in part:

"I understand that many of you have come from the great Republic to the south of us—a land which is akin to us by blood and tradition. I hope that in coming from a free country you realize that you come also to another free country, and that although you came from a republic you have come to what is a crowned democracy. The King, our sovereign, has perhaps not so many powers as the President of the United States, but whether we are on the one side of the line or the other, we are all brothers by blood, by kinship, by ties of relationship. In coming here as you have come and becoming naturalized citizens of this country no one desires you to forget the land of your ancestors. It would be a poor man who would not always have in his heart a fond affection for the land which he came from. The two greatest countries today are certainly the United Kingdom of Great Britain and Ireland and the Republic of the United States. Let them be united together and the peace of the world will be forever assured."

"I hope that in coming here as you have, you have found liberty, justice and equality of rights. In this country, as in your own, you know nothing of separation of creed and race, for you are all Canadians here. And if I may express a wish it is that you would become as good Canadians as you have been good Americans and that you may yet remain good Americans. We do not want you to forget what you have been; but we want you to look more to the future than to the past. Let me, before we part, tender you the sincere expression of my warmest gratitude for your reception."



THE publishers of the Patent Office Gazette ever conclude to add a comic supplement to their weekly edition, we can supply them with all the material without their having to hunt in other divisions."

So spoke an official in the aeroplane and airship section of the examining division of the patent office at Washington, when asked as to the character of inventions now being offered for patent in this line.

"Before Wright startled the country with his flight of more than one hour over here at Fort Myer a couple of years ago," continued the official, "there were not many applications of this kind filed. Since that time, however, they have steadily increased, until now we are getting them in at the rate of more than 150 a week. They are now far ahead of all other kinds of invention in number filed, and, I may add, in freakishness."

"The large majority offered are not allowed, and of these the public can know nothing. But those rejected ones have by no means a monopoly as examples of an unique form of lunacy. Many of those for which we are obliged to issue patents would be mighty dangerous evidence if offered in court against the sanity of the inventor."

An inspection of a number of the patents lately issued to those aspiring to soar shows that the patent office man knew what he was talking about. Were it not that these freak airships were formally patented, and that it had cost the inventors at least \$100 apiece to obtain such patents, it would seem, from examination, that many of them had been trying to perpetrate a practical joke on the patent office officials.

The wildest flights of whimsical imagination cannot reach beyond some of the crazy combinations recorded as airships and aeroplanes in the Washington archives. Could the claims made by some of the fathers to these weird machines be practically realized, the magic carpet of Prince Ahmed and the fabulous rock of the "Arabian Nights" would hide their chagrined heads under the bed and go out of the flying business.

What adds to the grotesque humor of these patents is that their claims are all couched in strictly scientific language, reading like a report of an aeronautic society.

Also the strict attention to minutest detail is amusing; railings to prevent the passenger from falling over in the scenery, muffs to keep hands and ears warm while soaring through the zero latitudes of the upper air, comfortable sleeping beds carefully arranged with springs, so that the jar of alighting will not awake the folks, telescopes arranged on swivels at convenient places about the decks that the curious traveler may discern what continent he's flying over—these and a score of other details are carefully inserted, doubtless to show intending purchasers how their comfort has been looked after.

In many of the drawings the aeronaut is shown, invariably sitting with hands placidly folded, to show it's just as easy! All manner of means of propulsion have been brought into requisition from dynamite to ducks. Wings, air, aeriform and liquid torpedoes all come in for a share.

Occasionally, too, one comes across an inventor who has worked out all the problems to a safety—and then has failed to provide a motive power. But this trifling is dismissed with some such remark as "Any convenient form of motive power may be used."

No single locality can boast itself the home of these erratic geniuses. They stretch across the country and overlap Europe from Colorado to Budapest, in Hungary. Washington has one, New

more man insisted, and upon further refusal waxed wrathful, whereupon the examiner called the bouncer.

An inventor in Highlands, Col., recently obtained a patent upon an airship that contains all the comforts of home. In the drawings it resembles an enlarged picture of some sort of a bug, with a row of eyes along the side and a ruffle down its back; on inspection the ruffle reveals itself into the railing along the upper deck and the eyes into windows of the various state-rooms on the ship.

The lace curtains of each window are carefully looped back so as not to obscure the view. A staircase leads down from the hatchway that modest women may alight without undue exposure of lingerie. Everything man can want is shown, even to the buffet—that is, all except the machinery, which is probably in the cellar of the craft with the laundry tubs and the furnace.

A man of Bergen, N. J., has patented what looks like a large metallic box turned upside down. There is no bottom in it. In the side walls are circular openings, and in these are rotary fans, which suck the air into the box. The aeronaut sits in a car suspended from the box.

When the Bergen man wants to fly he turns the power onto his fans; these pump air into the box. It can only escape downward, and the reaction from this powerful draft will force the box upward, causing it to fly—so runneth the patent specification.

An expert of the patent office figured out that a blast strong enough to lift the combined weight of machine and aeronaut would blow a hole in the ground big enough to hide an elephant. What happens to the unfortunate hero who sits below in the teeth of this tornado will probably be told in the supplemental application recently filed.

A genius from Clarksville, Tenn., would fly by incasing himself in a rubber suit, much like that of a diver, to which are attached hollow wings filled with liquid air. The release of the air through valved vents downward and backward propels him upward and forward. There are no eyeballs in the casing, "but," naively remarks the inventor, "the air pressure from without will enable the aeronaut to determine his direction," which is rather a vague sort of compass.

From gay Paris comes Edouard Wulff, with a patented scheme for flying by means of "eagles, vultures or condors." True to the instincts of his native city, he fits out his birds with "corsets," the specifications of which as to trimmings, binding, etc., are carefully set out.

B. Szantmiklosy, from Budapest, Hungary, also has patented a bird-driven airship, but limits his motors to ducks; why ducks is not set forth.

Of course Chicago has to shy her castor into the ring. She turns up with a combination balloon-hotel-airship, with bay windows and balconies in the body of the building, "eminently adapted for flying through the air or navigating the water," saith the patent. It has a hull-shaped body, and the vessel can go from air to water and from water to air without disturbing the poker game in the smoking room.

But a woman from Brooklyn goes the Chicago man one better. If some night the lonely wayfarer is startled by the appearance of a huge, nondescript bird that alights in the roadway and goes steptoeing across country with a Barney Oldfield speed until it reaches a nearby lake, over which it rapidly skims, until, landing on the further shore, it rises into the air again, and disappears over the horizon with a parting flit of its tail, let not that wayfarer hasten to the nearest parsonage and sign the pledge. The bird he has seen is real, for it is only the lady from Brooklyn taking an after-dinner spin in her newest invention, a ship that can make a lightning change